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CENTRAL INTELLIGENCE AGENCY

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August 1960 transportation and military supply summary for East Germany, the USSR and Poland.

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Transportation Summary for August 1960

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I. USSR

Freight Transportation Plan for the first six months of 1960.

A total of 1,383 million passengers in 1959.

A total of 165.4 billion passenger kilometers in 1959.

Retrenchments and reductions in the administration of the railroads.

Changes in the eastern sector of the Central Siberian Magistrale.

The compilation of the projecting of the western part of the South Siberian Magistrale.

Some railroad lines converted to diesel operation.

Production and construction of two new types of diesel locomotives.

Increase of stock of passenger cars by 2,500 new all-metal cars.

II. East Germany

Ulbricht plans to stop civilian air traffic to West Berlin.

Fifth meeting of the Ministers' Conference of the OSShD (Organization for the Cooperation of Railroads) to be held in North Korea, 17 to 22 September 1960.

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Freight traffic performance of the Reichsbahn doubled between 1950 and 1959.

Preparations of the operational and traffic services for the fall and the Leipzig Fair traffic.
Stable coal situation of the Reichsbahn with sufficient stocks of bituminous coal.

Heavy military loading for the Soviets and the NVA.

Shuttle trains for personnel rotation.

Intern military railborder traffic with numerous shipments to the USSR. The first shuttle trains put into operation between east and west.

Grain shuttle trains assembled for commercial trans-border traffic.

"Loading junctions" established in the agricultural priority districts.

Extension of cooperation between the chemical plants and the Reichsbahn.

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Strike tendencies among Reichsbahn personnel due to bonus reduction.

The Socialist brigades do not develop according to plan.

The clearance limitation of the Southern Berlin Outer Ring expanded.

Connecting tracks under construction for military objects.

The Rostock / Schwaan line is being reconstructed double-track.

Development of the Reichsbahn pool of electric locomotives.

RAW Gotha is to be taken over by VVB (union of nationalized enterprises) Landmaschinen- und Traktorenbau (agricultural machines and tractor construction); Railroad cars with home station RAW Gotha to be distributed to other RAWs.

A new self-discharging car for bulk freight developed by VEB Waggonbau (car construction) Goerlitz.

Construction of test runs with the Kramer - Necke type gauge changing wheel sets. The series production of the wheel sets expected to start at RAW "7th October" in 1961.

New 2.5 ton truck is to be built at VEB Robur Plant in Zittau.

The shortage of heavy vehicles in East Germany is due to the "Socialist Division of Work". Insufficient deliveries from Czechoslovakia and Hungary.

Establishment of state control offices for road construction.

The highway border crossing point near Stettin to be opened in May 1961.

Air freight transportation was poor.

III. Poland

The first section of the new Rzeszow - Deba railroad line has been put into service.

The Warsaw - Czachowek stations and stops of railroad districts Breslau, Danzig, Krakow and Posen to be closed down.

Repair of all four-axle and major freight cars at the ZNTK (repair shop for rolling stock).

The new Five Years' Plan includes 14 billion zloty for the purchase of rolling stock. The PKP is to receive 254 electric locomotives, 293 electric railcar trains, about 500 diesel locomotives, 277 diesel railcars, 1,656 passenger cars, and about 38,000 freight cars.

Construction of a new diesel locomotive Type SM-15.

Polish industry produced 19 electric locomotives, 1) electric railcars, 345 passenger cars and 7,036 freight cars during the first six months of 1960.

Motor vehicles produced during the first six months of 1960 totalled 6,650 passenger cars, 9,301 trucks, 2,410 tractors, and 68,500 motorcycles.

The 1961/65 Investment Plan provides for 1,215 million sloty to be spent for river control particulary of the middle Vistula River.

I. USSR

1. General Transportation

Freight Transportation Plan for the First Six Months of 1960

	First Six Months of 1960	Plan Fulfilment (in percentage)	As compared with the first six months of 1959 (in percentage)
Freight Turnover (in billion t/km)			
Railroad *)	736	102	105
Motor vehicle traffic	11	103	123
Inland shipping	38	103	110
Crude oil pipelines	25	106	129
Freight Shipments (in million tons)			
Railroad	921	102	107
Motor vehicle traffic	714	106	125
Inland shipping	83	104	109
Crude oil pipelines	61	105	118

*) The freight turnover hauled by the electric and diesel locomotives increased by 37 percent during the first six months of 1960 as compared with the same period in 1959. Its share in the total freight turnover of the railroads was 41.5 percent.

2. Organization

a. In 1959, the number of passengers totalled 1,803 millions (a 49 million increase compared with 1958), and the volume of passenger transportation amounted to 164.4 billion passenger kilometers. In 1960, the volume of passenger transportation is to amount to 167 billion passenger kilometers.

b. During the last few years, the organizational set-up of the Ministry for Traffic was reduced by 47 percent and the number of personnel of the administrations of railroad divisions by 40 percent. The number of railroad divisions was reduced from 43 to 34, and the number of railroad sub-divisions from 284 to 187.

3. Railroad Transportation

a. New Lines

i. The routing of the eastern section of the Central Sibirian Magistrale has been changed. According to previous indications, the Kamen - Altayskaya line was to be routed from the North-West to the South-East, generally along the Ob River.

Recent plans provide for the routing of the line from Kamen in easterly direction to the passing point No 14 (about 12 km south of the Usty-Talmenskaya railroad station) on the Novosibirsk - Barnaul railroad line. From Passing Point 14 to Altayskaya the line will simultaneously constitute the second track of the Novosibirsk - Barnaul line which is being double tracked. Work trains are already using the stretch from Kamen to Passing Point 14. By 1962, the complete line to Altayskaya is to be put into service.

ii. After surveying of the western part of the South Siberian Magistrale had been completed (see Transportation Summary of May 1960), compiling of the different orders for the project has started and is to be completed by 30 September 1960.

b. Dieselization

By mid-1960, the following lines were converted to diesel operation:

i. The total 4,100 kilometer Kinel - Orenburg - Tashkent - Chardzhou - Krasnowodsk line.

ii. The 1,800 kilometer Iletsk - Uralsk - Astrakhan - Kitslyar - Makhachkala line.

iii. The 735 kilometer Vyluyki - Liski - Pensa section

iv. The Zuoyarvi - Zukkozero section of the West Karelian Magistrale

v. Preparations are under way for the dieselization of the Volkhovstro - Petrozavodsk - Idel section of the Murmansk line.

c. Rolling Stock

i. The new diesel switching locomotive TEM-2 (No 0001) which was built by the plant for machine construction at Bryansk is being tested at the locomotive testing plant. The 1,200 PS engine has a rated speed of 100 km/h.

ii. The plant for the construction of transport machines at Kharkov is designing a new diesel locomotive Type TE-30 which is to replace the series diesel locomotive Type TE-3. With less axle load and lower fuel consumption this new locomotive is supposed to have the same capacity as the old TE-3 locomotive.

iii. In 1960, the stock of passenger cars was supplemented by 2,500 new all-metal cars. Thus an additional 10,000 sleeper car berth are available.

II. East Germany

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[redacted]

2. International

a. Between 17 and 22 September 1960, the fifth meeting of the Ministers' Conference of the OSShD is to take place in Pjoengjang (North Korea). The meeting will be attended by representatives of the Council for Mutual Economic Aid. Among others, the following points have been put on the agenda:

The improvement of the international passenger and freight traffic.

The development of motor vehicle traffic system.

The introduction of an automatic coupler.

The expansion of the clearance limitation on the railroad systems of the Satellite countries.

b. For the time being, the "Traffic Representation of the GDR", opened on 5 August in Vienna and managed by Werner Pohlenz, has the status of an information agency without the licence for selling tickets. However, the agency is making efforts to expand its sphere of action and is presently investigating the possibilities of obtaining a travel agency licence through a closer cooperation with the Josefstadt Travel Agency.

3. Railroad Transportation

a. Operation and Traffic

i. Between 1950 and 1959, the freight transportation performance of the Reichsbahn increased from 15.10 billion to 31,65 billion ton kilometers. During the same period, the turn-round time of the cars could be reduced from 3.86 to 3.52 days.

ii. In August 1960, Reichsbahn operations were marked by the preparations for the priority projects of the coming months.

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shipments were dispatched from the southern area of East Germany.

The arrival of units with partly heavy equipment continued only sporadically.

(b) Commercial border crossing traffic was normal. Grain shuttle trains of 30 Tbr or Glx (heavy duty boxcars) are at present scheduled for grain imports from the U.S.R.

vii. The first "loading junctions" for the nationalized agriculture was established at Luessow, Kr. Pasewalk. These junctions are based on the same idea as the junctions for LCL traffic. Loading or unloading is concentrated on junction stations so that the Reichsbahn may assemble complete train loads or at least major groups of cars. The "railike feeder service is generally carried out by motor vehicles (see part III, Poland, para 1.c.).

The formation of loading and unloading teams of railroad workers and members of the agricultural enterprises was reported in the Monthly Transportation Summary of May 1960.

In August 1960, a total of 700 members of the Ministry for Traffic including Menzel, the Deputy Minister for Adm. Administration, and State Secretary Leiprecht helped to bring in the harvest.

viii. The "Socialist Cooperation" between Reichsbahn and chemical plants has so far been extended to the Bitterfeld - Wolfen, the Boehlen - Espenhain, and the Halle - Merseburg complexes. The Halle - Merseburg complex includes the Leuna, Buna, and Luetzkendorf plants and the Halle railroad repair shop.

9. Strike tendencies at the Deutsche Reichsbahn

Between 27 and 29 July 1960, a strike was on at Dresden-Friedrichstadt switching yard because of the reduction of bonuses and the change of norms. There were also strong arguments between Reichsbahn employees and SED functionaries. Several loading station employees were arrested. Since then, all dispatcher controls within a Direction are strictly supervised.

Considerable dissatisfaction with the changes in the wages prevails particularly among locomotive personnel. The SED fears that this personnel in particular may go on strike.

These facts are in strong contrast to the wage increase propagated for months. Due to the change of wage system, a large part of the railroad workers obviously does not profit by the wage changes. As previously reported, the Reichsbahn has gradually introduced the system of norming hourly wages according to time worked since October 1959. According to the new system, the rate level depends mainly on the quality of work and not on the quantity, as this was previously the case. After the payment of the old piecework wages had been discontinued, the actual wages proved to be smaller frequently, though in most cases the workers concerned could prove that the poor quality of their work was due to practical difficulties.

c. The increasing independence of the Socialist Brigades is worrying the SED considerably. The brigades have managed to take over responsibility in many fields, i.e. they determine the work norms, take disciplinary action and develop the cadres. These "Syndicalistic Features" which encroach upon the totality rights of the party are to be eliminated by fastest means.

d. Railroad Improvement

i. Simultaneously with the improvement of the roadbed of the SAR (Southern Berlin Outer Ring) the clearance limitation of the track is expanded to 1 SM-DR, i.e. 4.10 meters between track centers. After the automatic electric block system has been put into operation, the density of the trains per hour, which corresponds to a daily capacity of 180 - 240 pairs of trains.
Change-over stations Potsdam-Süd, Saarmund and Dergholz which were established on the SAR during the last few years are being enlarged.

ii. The following connecting tracks for military objects are under construction:

Trollenhagen (near Neubrandenburg)	for	EGA
Thurow (near Neustrelitz)	"	"
Wolfsruh (near Gransee)	"	"
Gumnitz (N.Pasewalk)	"	"
Burg near Magdeburg	"	"
Borkheide (near Beddin)	"	Object Glau?

iii. Also for the benefit of the EGA, the Barth - Zingst line which had been dismantled after 1945, is being reconstructed.

iv. On 4 July 1960, work for the reconstruction of the second track began on the Rostock - Schwaan line.

v. All new connecting lines for industrial enterprises or military objects are constructed for 21 ton axle pressure in order that large-capacity cars may use the lines.

vi. It is again reported that the Bahnbetrieb Deutsche Reichsbahn (construction department of the Deutsche Reichsbahn) which is suspected to be reactionary is to be disbanded or reorganized. The investment construction managements of the RBDs are apparently gaining major importance.

e. Rolling Stock and Repair

i. Additional 15 electric locomotives of the pre-war, damaged pool of locomotives are to be reconditioned at RAW Dessau and to be put into service.
By 1965, the Deutsche Reichsbahn is to receive 100 new electric locomotives including 87 E-11s (Bo Bo) and E 41s (Bo Bo) from VEB LAW Hennigsdorf and presumably 13 [redacted] via the Ministry for Foreign and Domestic Trade. 50X1-HUM
Two prototypes of the E-11 locomotive which were announced to appear in 1958 are to be tested in 1961. 50X1-HUM

ii. Due to the extraordinary high number of damaged cars, quick repair of freight cars is being carried out on the newly established work tracks at the first priority railroad stations (tested on Dresden-Friedrichstadt switching station).

iii. Beginning 1 January 1961, VVB Landmaschinen- und Traktorenbau will take over RAW Gotha. The conversion of the RAW to VEB Landmaschinenbau started on 1 September 1960 with an expenditure rate of 25 million DME.
Cars whose home stations used to be RAW Gotha are re-assigned as follows:

Passenger cars to RAW Potsdam

Freight Cars to RAW Magdeburg which is to become a special repair plant for two-axle freight cars.

iv. VEB Waggonbau Görlitz developed a self-discharging freight car, type designation KKt, for bulk goods. A test sample is presently undergoing tests.

v. Trial runs with the Kramer/Wecke type gauge-changing wheel sets were continued on the Reichsbahn network. RAW "7th October" is to procure the machinery necessary for the series production of the wheel sets which is scheduled to begin in about the fall of 1961.

4. Road Transportation

a. Motor Vehicles

i. In early 1961, the series production of the new 2.5 ton motor vehicle for either Otto or Diesel engines is to begin at VEB ROBUR Plant in Zittau. The vehicle is to be turned out as truck or bus (18 to 22 seats).

ii. Due to the discontinuation of the production of heavy trucks (over 4 tons) in 1960, a shortage of these vehicles has already become evident. Czechoslovakia and Hungary which in line with the "Socialist Work Division" within the Council for Mutual Economic Aid are to produce heavy trucks and buses are not in the position to meet East German demands for these types of vehicles for the next years.

Hungary refused to produce double-deck buses for the BVG (Berlin Transportation Company).
The 5-ton Truck G-b which is constructed for the NVA is the only truck over 4 tons which is still constructed in East Germany (VEB Kraftfahrzeugwerk "Ernst Grube", Werdau).

b. Road Transportation

i. At present State Road Control Offices are being formed. They are to speed up the so far unsatisfactory development in the improvement of the "Large Area Net" (See Transportation Summary of November 1959). The new Super Highway Control Office is directly subordinate to HV Strassenwesen (main admin roads of the Ministry for Transportation); SSUB (state road maintenance enterprise) Autobahnen Halle continues to be responsible for operations. The State Road Construction Control Offices are being established in the Bezirke (districts) and are attached to the Wirtschaftsrat (economic council) of the Bezirk, Department Traffic; HV Strassenwesen of the Ministry for Traffic issues the directives. The construction itself remains with the SSUB, the territorial assimilation of which to the Bezirke and the reduction of which from 24 to 14 is still under way.

ii. The border crossing point near Stettin on the former No 104 State Road is to be opened for the first time in May 1961. The opening will take place on occasion of the "Peace Trip", a cycling race of non-professionals from East Germany, Czechoslovakia and Poland. For the first time, the race is to lead from Warsaw to Rostock via Stettin.
In contrast to other roads, Highway No 104 was currently maintained, and sections as the Pasewalk by-pass were liberally improved.

5. Air Transportation

Compared with the other means of transportation, air traffic in East Germany is still of secondary importance.

Freight traffic performances totalled in 1956, 281,000 ton kilometers, and in 1959, 1,445,100 ton kilometers. (The Reichsbahn performed 15.1 billion t/km in 1959).

The share of the air traffic in the total volume of traffic is to be increased considerably during the coming years.

XII. Poland

1. Railroad Transportation

a. New Line

The first 12 kilometer Rzeszow - Glogow section of the Rzeszow - Jasla railroad line under construction was opened to traffic on 22 July 1960.

b. Double-track Improvement and Electrification

The railroad line leading from Warsaw to Radom is being improved to double-track as far as Czachowek. As reported previously, the section is also being electrified. Completion of the double-track improvement is scheduled for late 1960; electric commuter traffic is to start by early 1962.

c. Reduction of Railroad Stations and Stops

According to a decree of the Traffic Minister of 18 May 1960, all railroad stations and stops were closed for complete car loads and passenger traffic on specified railroad sections of Railroad Divisions Breslau, Danzig, Krakow and Posen. The conveyance of passengers and goods is to be carried out by the competent PKS (State Motor Vehicle Traffic) of the districts. Exempted from this rule are goods which cannot possibly be shipped by motor vehicles, railroad equipment, and partly the fall shipments which each year are to be hauled between 1 September and 12 December.
The closing down of these railroad stations and stops for the above mentioned goods and passengers is to effect a relief of the still excessively strained car and operational situation of the PKP.

d. Rolling Stock

i. All four-axle and large freight cars (special cars) of the PKP are repaired in the ZNTK (repair shop for rolling stock) at Danzig. The shop repairs about 600 of these cars per month.

ii. During the new Five Years' Plan (1961-65), a total of 14 billion zloty are to be spent for the purchase of rolling stock. The total investments for the railroads amount to about 37 billion zloty for the same period.

During the period, the PKP is to receive the following rolling stock:

254	electric locomotives
295	electric railcar trains
about 500	diesel locomotives
277	diesel railcars
1,656	passenger cars
about 36,000	freight cars.

iii. In January 1960, the locomotive factory at Chrzanow started the construction of the prototype series of the new Polish diesel locomotive Type SM-15. It is the first diesel locomotive of Polish make with hydraulic transmission and with a 12 cylinger engine with automatic ignition Type DV. The locomotive has three axles and a capacity of 350 HP. Its service weight is 36 tons. The locomotive can be used for switching service (up to 30 km) and for road service (up to 60 km). The locomotive is to be put into service still in 1960.

iv. The following rolling stock was produced by the Polish industry during the first six months of 1960:

	Number of Units	Fulfillment of the Year's Plan (in percentage)
Electric locomotives	19	47.5
Electric railcars	10	58.5
Passenger cars	345	52.7
Freight cars	7,036	51.4

2. Road Transportation

Motor Vehicle Production during the first Six Months of 1960

The following motor vehicles were produced during the first six months of 1960:

	Number of Vehicles	Fulfillment of the Year's Plan (in percentage)
Passenger cars	6,650	52.1
Trucks	9,301	45.7
Tractors	2,410	30.5
Motorcycles	68,500	43.1

3. Inland Shipping

Investments during the next Five Years' Plan

The 1961-1965 Investment Plan provides for 1,215 million zloty to be spent for the control of the rivers.
The following projects will have priority in the execution of the program:

The control of the central Vistula River from the junction of the San River to Warsaw.
The completion of the harbor and canal at Zeran.
The construction of a branch of the Gleiwitz(Gliwice) Canal to Heydebreck (Kedzierzyn)
Other river controls as preventive measures against floods.

ORGANIZATIONAL PICTURE OF A PO

(Mtz

1st-Strength: 18 doctors
2 officers
23 sergeants (Med)
62 privates (Med)/nurses
112

Equipment: about 25 tents
about 100 beds
8 ambulances
1 workshop truck
10 trucks
19 motor vehicles

Medical Com

Staff & Supply Company
(* 8/3/23/34 13 motor vehicles

Staff Platoon	Ambulance Platoon	Economic Platoon	Reception
6/1/7/14 2 mot vehs	1/-/9/10 9 mot vehs	1/2/7/10 2 mot vehs	1/4/5/10
Command Section	8 Ambulances (six lying or 16 seated)	with: rations and clothing store	with: ABC control points
Div Pharmacy (supply of medical battalion)	1 workshop truck	2 field kitchens	field bath installatio
Medical Equipt Depot (supply of Div)		power supply for operation section	
Laboratory (clinical examination, analysing of drinking water)			
Dental Section			

Tasks: 1. Establishment of 2 First-Aid stations with a total of 6 operating groups
Capacity of each brigade: 15 serious operations
or 30 medium "
or 45-50 minor " per day

2. Removal of wounded soldiers from regimental aid stations
Transportation capacity: 43 lying soldiers
or 128 seated "
Performance of each ambulance: 120 terrain kilometers per day

3. Stationary treatment of minor casualties and sick soldiers with recovery peri
Performed by 2 hospital sections and 2 non T/O recovery sections with a total

(*: First digit stands for officers
Second " " NCOs
Third " " privates and nurses

Annex 1

ISH MEDICAL BATTALION

Rifle Div)

Battalion under

2nd Medical Company

1st Medical Company

6/10/23/32 — 3 motor vehicles

Operation & First Aid Section	Hospital Section	Section for Removal	Convalescent Section
4/3/13/20	1/1/5/7	-/1/-/1 Medical personnel	-/1/-/1 assisting personnel
consisting of:	for:	(Evacuation)	for:
Pre-operating & operating room	contagious casualties		minor casualties with a recovery period of up to 12 days
First-aid room for seriously wounded	non-contagious casualties		
First-aid room for minor casualties	not transportable wounded		
Anti-shock room			

(surgical brigades)

od of up to 12 days
of about 100 beds

Diagram of a Po

(One medical

Strength : 6 doctors
10 sergeants (Med)
23 privates (Med)
nurses

Equipment: about 10 tents
" 50 beds
" 3 motor vehicles

Waiting area for ambulance unit of the Division

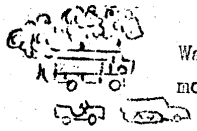
cellar for preserved blood

Anti-shock room

Operating and First Aid

Pre-operating-operation room

Parked vehicles to be sent for collection of wounded



Waiting point for motor vehicles

Reception

burn wou

From regimental first-aid points

Distributing station
2 ABC control points

Field bath installation

Desinfecting
Decontamination
Station

Transfe
install

Waiting point for transports from Regt's First Aid points

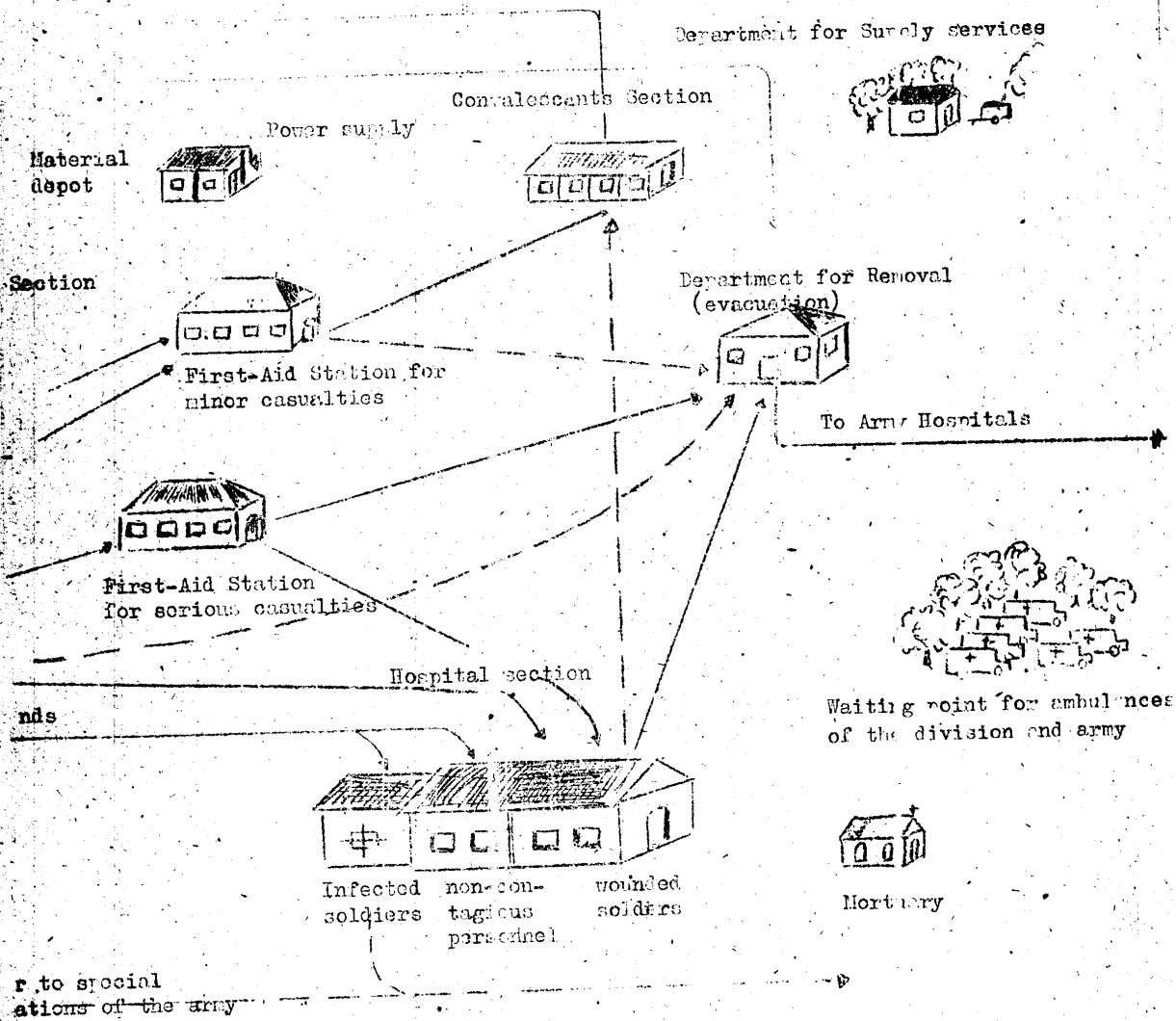
Waiting point for Ambulance Unit of the Division

Reception
Examination and Distribution of wounded
Sorting of contagious deseases and of BC infections

Operating Fir
Surgical Trea
employment of
brigades
capacity of e
hours:
either 15 ser
or 30 med
or 45 -50 lig

ish Divisional Aid Station

company)



st-Aid Department
tment of Wounded
at least 3 surgical

ach brigade within 16

ious operation
ium "
ht "

Hospital Section
Stationary Treatment until ableness to be transported

Transfer of minor casualties to the convalescent unit

Section for Removal
Removal of wounded soldiers according to priority

Waiting point
for transports to army hospitals

Military Supply in August 1960

Summary

I. Poland

Organization of a Polish medical battalion.
Diagram of a Polish divisional aid station.
Construction of school buildings for possible use as an army hospital.

II. East Germany

Supply vehicles of the EGA (special and particular vehicles). Military border crossing traffic in June 1960 included 26 supply shipments and 13 return shipments.

I. Poland

Medical Service

1. The Polish medical battalion (Mtz Rifle Div) is organized and functioning after the Soviet pattern; however, it has been identified until now as a cadre unit. Its equipment, particularly with modern apparatus (field x-ray, bath installations, etc.) is still incomplete.
See Annex 1.

2. The medical battalion (Mtz Rifle Div) consists of two medical companies which according to tactical requirements may be employed independently as division aid stations at different locations and at different times.
See Annex 2 "Diagram of a Polish divisional aid station".

3. Beginning 1960, schools are to be built in such a manner that the buildings may be used as field hospitals in case of emergency. The projects provide for large class rooms, wide corridors and air raid protection cellars.

II. East Germany

1. Supply Vehicles of the EGA

The following special motor vehicles are available at the EGA:

a. Workshop Truck Type "A" for technical maintenance and servicing of vehicles. The workshop is mounted on a G-5 truck with a one-axle trailer as electric welding generator. The generator is driven by an air-cooled 4-cylinder "Robur" diesel engine.

b. Workshop Truck Type "B", a universal workshop mounted on Trucks G-5, ZIS-150, ZIS-151, and K-6 (with lathe, mandrel press, boring machine, wheel stand, emergency power supply aggregate, boom with 1,000 kg carrying capacity).

c. Workshop Truck Type "C", a workshop mounted on Trucks G-5 and ZIS-151, with own power supply (stationary two-cylinder diesel engine with electric motor) and with four charging sets of 20 x 12 V batteries each. The charging sets are accessible from the outside through lateral flaps. A four-cornered tent each is attached to the right and left side of the workshop when the batteries are being charged.

d. Vulcanizer Workshop Truck for the maintenance of hoses and tires. The workshop is mounted on a G-5 truck.

e. Crane truck for engineer and bridge building units, and for loading and unloading of major equipment (aggregates, cranes, etc.) at the central equipment and supply depots. The crane is mounted on the truck, is electrically driven and is swingable to all sides. The trucks used for carrying the cranes are Trucks G-5, ZIS-150, and ZIS-151.

f. Tanks trucks for the transport of carburetor and diesel fuel. Trucks used for carrying the tanks are:

(a) Truck G-5 with a 5-ton trailer, each carrying 4,500 liters or 9,000 liters per unit. The charging and discharging pump is driven by the engine of the G-5.

(b) Truck ZIS-150 with a 4-ton trailer, each carrying 3,500 liters, 7,000 liters total capacity. The charging and discharging pump is hand-operated.

g. Truck with Trailer for the transportation of fuel cans in special racks.

h. Ambulances on "Robur" K-30 and G-27 trucks.

i. X-Ray units consisting of two trailers each, towed by G-5 trucks or tracked cross-country vehicles Type ATS.

k. Delousing trucks for personnel and clothing are mounted on Trucks G-5, ZIS-151, and H-6, with one trailer each.

l. Water trucks for the supply of the troop with drinking water, and for the deactivation points with shower installations. The water tanks are mounted on Trucks H-3 A and G-5. One and two-axle trailers with water tanks may additionally be used.

m. Bakery Trucks are mounted on G-5 Trucks with trailers.

n. Refrigerator Trucks for easily perishable foodstuff, as meat etc. on Trucks H-3 A.

o. Saddler and Shoerepair trucks on Trucks H-3 A and G-5.

p. Carpentery Trucks for the repair of motor vehicle superstructures on Trucks G-5 and H-6 with trailers.

q. Water and Oil Heater Truck for warming water and engine oil for motor vehicles during the cold season. The G-6 truck carries one tank each for water and engine oil. Within about 45 minutes, the water and oil attains a temperature of 90° C and is ready for use. The oil tanks have a capacity of 500 - 1,000 liters, and the water tanks a capacity of 1,000 to 2,000 liters.

r. Fire Fighting Truck "TLF-12" on Trucks G-5, H-3 A, and ZIS-150. The G-5 truck can be used as water sprayer.

s. Oxygen Trucks which carry devices producing liquid and gaseous oxygen for the airforce. The trucks used are Truck H-6 with trailer, and Truck G-5.

2. Military Border Crossing Traffic in June 1960

As a result of comparison, a total of 26 supply and of 13 return shipments were assumed in June 1960. Several other shipments were additionally noted, the load of which could not be identified.
The following quantities were noted:

Supply

i. Ammunition	2,610 tons
ii. Artillery pieces	-
iii.u/i tanks	2

iv. Total motor vehicles 107

including:

BTR-50 Ps	15
ZIS-150s	20
ZIS-151s	21
u/i motor vehicles	14
Amphibious trucks MAV-69	11
" " MAV-616	12
Signal vehicles ZIS-151	14

Return

i. Ammunition	510 tons
ii. Artillery pieces	--
iii. Tanks T-34	38
iv. u/i motor vehicles	32